

WELL LOCATED ACRES IN RICHMOND AWAIT GREAT INDUSTRIES

Deep Water Channels, Splendid Railroad Facilities, Good Labor Market and Low Priced Land Make Ideal Combination—Suggested Location for Free Port

Manufacturers who have been hesitating to purchase and build new plants will find themselves in a tight place in a few months if space available for industrial development continues to go out of the market as rapidly as it has gone during the last few months. There are no properties of any size available now along the Manhattan shore. The Brooklyn shore has been developed to such an extent—or is held in reserve by big industrial corporations—that only a few parcels are now available, and these generally are in the extreme northern parts, like Greenpoint, or in Queens. The Bronx still has a few fairly large sized areas to offer, but demand is fast taking them out of the market and the likelihood is that unless the manufacturer is willing to go far above the Bronx River he will not be able to find anything suitable to his use. Along the Jersey side of the Hudson there remain but two or three large properties which might be considered desirable sites for large industrial developments. Therefore there remains but one other part of the shore line of the city of New York which can yet be obtained, and that is the Staten Island shore. This is along the shores of Staten Island.

The great demand for piers, docks, warehouses and manufacturing properties which has been steadily growing during the last fifteen months, and which demand is steadily being increased by the commandeering of more properties needed by the Federal Government to successfully carry on the war program, is bound to have its effect on the available space. Cessation of building operations, due in a large extent to the misunderstanding of the wishes of the Government, has added greatly to the "squeeze" which manufacturers are experiencing. The Government authorities have indicated that it was not their intention to restrict building which was needed to housing of essential industries or to the health of the inhabitants.

The misunderstanding is vanishing gradually and Washington advisers indicate that the authorities are beginning to realize more and more that building is necessary to meet the requirements of the port of New York. It stands to reason that if the Government continues to commandeer space as it is doing almost weekly there will soon be none left for the very industries which are manufacturing war products and other essential commodities. There is but one means of providing the space which the Government wants, and that is by building. But the Government cannot delay its needs and has been forced to take over existing structures. Therefore it seems only fair to assume that the authorities, having realized the fact that the supply of space is rapidly decreasing through its commandeering of larger areas, are more leniently disposed toward providing new space by permitting new construction.

Manufacturers have shown a disinclination to build, however, partly because of the delay in delivery of materials and partly because of the labor situation. But while both these conditions were an important factor during the period when the Government was erecting great cantonnements and other buildings immediately needed for war purposes the situation has eased up somewhat, since this class of building is gradually diminishing and the "work order" has been greatly added to the available labor supply. The time, therefore, seems right for manufacturers who feel that they would like to erect new plants to choose sites and start development. Their fears that at the conclusion of the war great quantities of space will be placed on the market again as the Government releases buildings after building should be allayed by the prophecy of the Collector of the Port of New York, Byron R. Newton, who sees in the future much greater possibilities for New York.

The industries expansion is bound to grow and there is every reason to believe that the space released by the Government at the conclusion of the war will be in almost as great demand as space is at present. The manufacturer who has wisely chosen a site large enough to permit of expansion and has built his plant will find himself better fortified to meet this expansion which is anticipated than the one who has retired from business and attempts

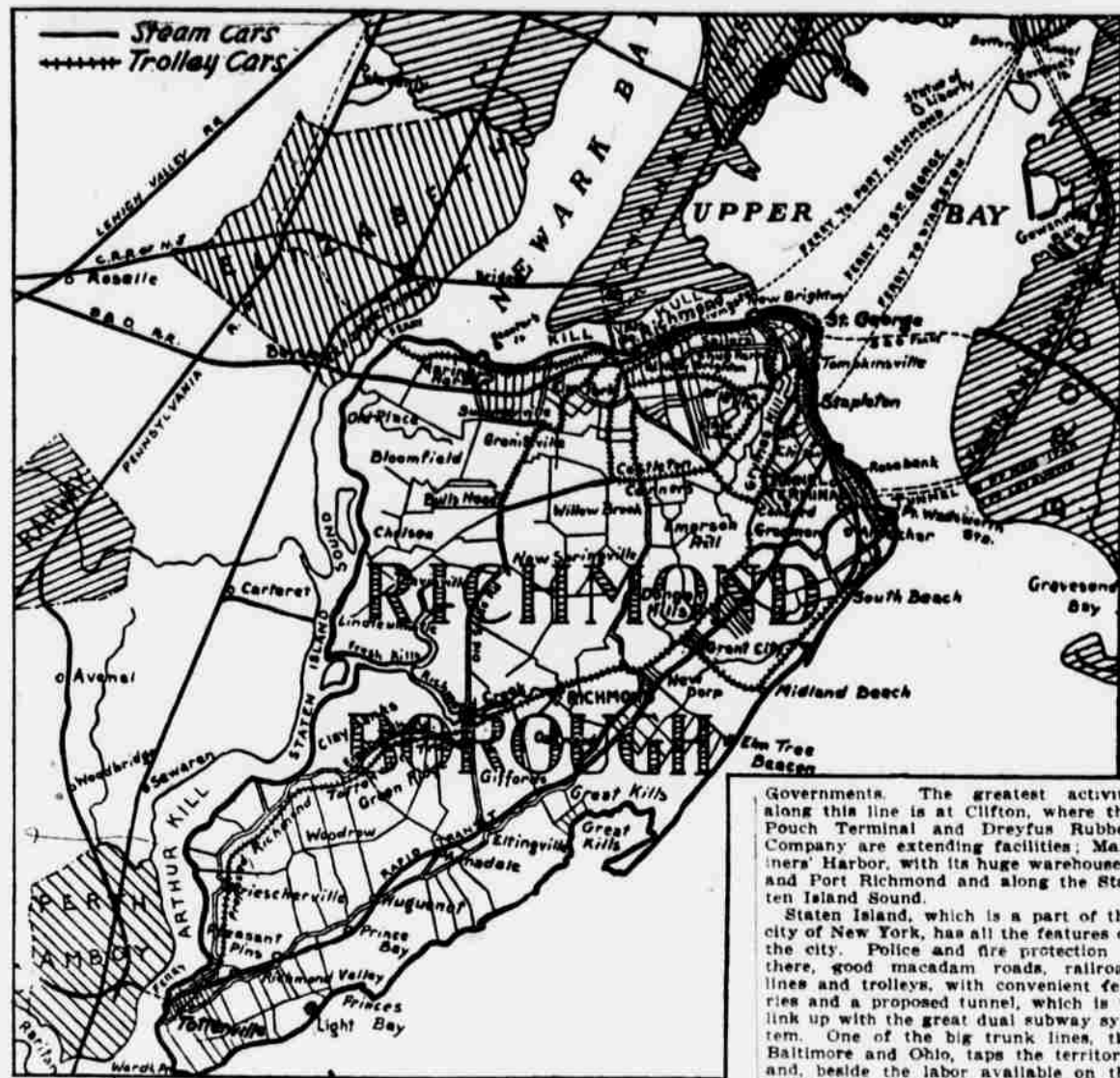
to begin again, or the one who has curtailed his business to a minimum and endeavors to obtain additional space.

Building materials and machinery, it was recently pointed out at a conference among economists, building material men and Government officials, would be sorely needed for the rehabilitation of Belgium and France, and the demand from those sources will reach such proportions as to force an increase in costs unless permission is granted to continue to build up a reserve stock. Therefore there is little likelihood of building material prices dropping to any great extent until long after the devastated areas of Belgium and France have been re-established. Machinery, too, will be in urgent demand, and the equipment of a plant will be equally as serious a question as the building of the plant. The opportunity now, apparently, is far better without foreign competition than it will be when foreign demands begin to come. And it might be added that many American plants now producing

the port of New York which is known as the upper bay, and which is bounded on the north by the Battery, on the east by Jersey City and Bayonne, on the west by Brooklyn and on the south by the shores of Staten Island—the very heart of the shipping interests of the Western Hemisphere—undoubtedly had a great influence in the selection of these sites for the industrial plants. The Kill van Kull (which means the River of the Bay), Staten Island Sound, the Hudson River, East River and the Narrows, form a combination of tributaries through which pulsates the industrial life of the nation. To use the words of Erasmus Wilson, well known as a great industrial developer, the upper bay is "the place where the products of a continent meet the tonnage of the world."

The great demands placed upon the port through war needs have reached a point where facilities fall far short of meeting requirements. There is nothing more convincing of the fact

Staten Island Great Industrial Centre



to see the hundreds of ships riding at anchor day after day without cargoes simply because there are no piers and other shipping facilities where they might be loaded with goods so urgently awaited in other parts of the world. Even the gigantic efforts which the Federal Government, the State Government of New York and New Jersey and the municipal authorities are putting forth to relieve this situation in the shape of additional piers, bulkheads and warehouses of every kind and description do not begin to meet the demands, which grow greater every day. Much of the land available is of the best type, being on an average of one foot above mean high water. Therefore no piling would be necessary. Large portions of this property is underlaid with a stratum of from fifteen to twenty-five feet of clay, sand and gravel, making it feasible to build excavations into the property and using the excavations for adding height to the uplands. This shore has

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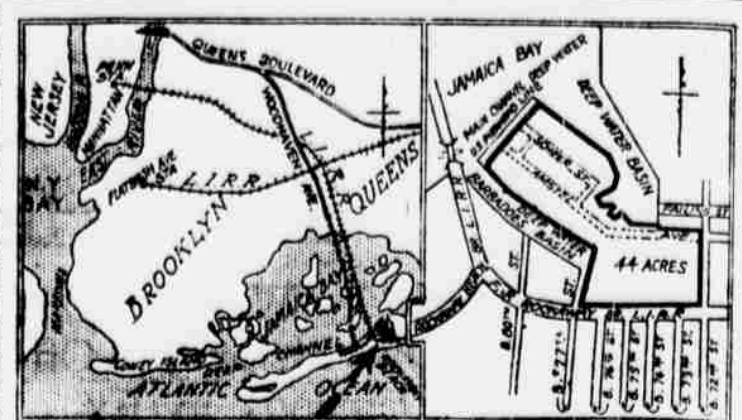
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FOLLOWING are the principal industrial plants now located on Staten Island:

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| <ul style="list-style-type: none"> Singer Manufacturing Company Conner Ship Company New Jersey Dry Dock Company Heidinger Lumber Company Standard Oil Company Calumet Chemical Company American Agricultural Chemical Company Wire Company American Sanitary Plumbing Company Standard Oil Company Grassell Chemical Company Warner-Quinn Asphalt Company Inter-Ocean Oil Company Union Carbide Corporation Standard Petroleum Manufacturing Company Carroll Chemical Company Williams & Clark Company Warner Chemical Company Inter-Ocean Oil Company Wheeler Condensing and Engineering Company B. Moore & Co. Lehigh Valley Railroad Terminal Lehigh Valley Railroad Coal Dock Lehigh Valley Portland Cement Company Public Service Corporation Perth Amboy Terra Cotta Company Rosenthal-Rosenthal Chemical Company Standard Shipbuilding Corporation Pacific Coast Hosiery Company Bergen Point Chemical Company Orford Copper Company Columbia Chemical Company Dewdney Shipbuilding Corporation | <ul style="list-style-type: none"> Atlantic Terra Cotta Company Totten Copper Company Kreacher Brick Manufacturing Company International Ultra-Marine Works Oakland Chemical Company Rossville Brick Works American Linoleum Manufacturing Company Capitler O'Brien Lumber Company Procter & Gamble Company Mulliken Bros. Standard Varnish Works Quinn-Barnes Company National Lead Company Staten Island Ship Building Company Van Clief Sawmill C. W. Hunt Company Marshall Dry Dock Old Statler Lumber Dyeing Company McWilliams Ship Yard Staten Island Rapid Transit Boat House King Flaxer Mill Baltimore and Ohio Docks and Pier American Dock Terminal Company Williams Lumber Yard Thompson Lumber Company Jaburg Bros. Marshall-Chapman Wrecking Company E. S. White Dental Company Electric Lath Company Nuxon Butler Company Dodge & Dent Oil Seeds Company Texas Company Safety Insulated Wire Company Taintor Manufacturing Company Babcock & Wilcox Boiler Works Quinn Refining Company Tide Water Oil Company General Chemical Company Standard Shipbuilding Corporation Pacific Coast Hosiery Company Bergen Point Chemical Company Orford Copper Company Columbia Chemical Company Dewdney Shipbuilding Corporation |
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Anticipating Great Port Development, Owners Plan Large Terminal for Staten Island Shore

The adaptability of certain water front properties to their greatest use is not apparent to the casual observer unless there is presented to him some plan, carefully drawn and worked out by an experienced mind. The accompanying

